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# Hongkong Daily Press

ESTABLISHED 1857

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The Daily Press.

HONGKONG, NOVEMBER 23RD, 1907.

THOUGH it is usually the young person with neglected hair and careless tie who talks about the Why, Whence, and Whither, most human beings give the matter more than an occasional thought. Our thesis for the moment, not, we trust, overly startling, is that too many do so; that, in short, taking thought is immoral, and study—at least study on such transcendental and impractical lines—is vanity and vexation. This comes as a natural sequel to our two previous efforts, coming, as it were, if the others had not been quite so casual, a sort of trilogy of popularized metaphysics. It is almost banally conventional nowadays for a newspaper to discuss the unknowable, but as Hongkong has not hitherto reached the stage of the Silly Season "Do we believe?" correspondence, we would prefer to ignore it if it were not getting so intrusive in our mail matter. Looking over a collection of translated Arabian adages, we found these:

"All speculative research ends in perplexing uncertainty."

"I sought in the great sea of theoretical learning a bottom on which to stand and found nothing, but one wave dashing me against another."

"After a lifetime of research and learning, I amassed nothing but such phrases as: 'It is sail' or 'They say.'"

"O'er my reason, I am sick of thee! I take a single step and thou movest a whole mile away from me."

"The object sought in abstruse study is either a truth which cannot be known, or a vain thing which it is useless to know."

The intelligent Arab, be it observed, puts no value on what have been aptly called intellectual gymnastics. He seeks not of effort as its own reward. Thought for thought's sake is not in his vocabulary. We are, of course, merely observing another rendering of the verdict of Kholoth, but with the profound pessimism of Ecclesiastes left out; it also ignores the reckless summing up of the nepenthe loving Omar. Could we but trust the charity of the theologians, we would enlist the parable of the lilies in the service of our thesis, but we dread the charge of irrelevance as much as we loathe the thing itself. We may, perhaps, venture to cite the beautiful parable of the garden of Eden, and to point out that the original sin was that of absorbing knowledge of good and evil, of, in fact, taking thought about matters too deep for creatures whose sole duty was to live and be happy in a garden, a pair of innocent animals. The ideas indicated in the fabled phrases, "Back to the land," "Back to Nature," and "The Simple Life," would seem to lead logically to the Age of Innocence. Is the best ideal, the ultimate decision of man when weary of the unsolvable problem, to be as the lilies that toil not, or as the beasts of the field, which WHITMAN envies because they do not lie awake at night bemoaning their sins? "Oh, but," interjects the decent man, persuaded that he is worthy of nobler classification than the animal kingdom, that he has a destiny, something to do, perhaps even "to leave the world better than he found it."

"Oh, but, come now. What are our brains for?" Then will follow one of his self-evident propositions—these being such a comfort, as they save thinking—that life would not be "worth living" if we were no more than the beasts that perish. As our thesis is that thinking is immoral, we will not request that thoughtful consideration be given to that self-evident truth. Thought about the happiness of duty and the duty of happiness is apt, anyway, to be of the "regressive ad infinitum" order, and the science of epistemology makes men mad. We have thought of an answer to the decent man's poser, however, "what are our brains for?" We cannot presume to advocate it seriously, especially after defining our thesis; but because analogies are loveable, and because it is an idea, a brand new and original idea, so far as we know, we advance it for inspection by those who are not afraid to dandle even ugly babies of the mind. Man's brains discovered the syllogism. By that syllogism is man lifted above the beasts of the field. Sir OLIVER LONG would tell you so. Our new idea for a possible answer is this: in my opinion the phenomenon of abstract thought is the colour of the flower of what somebody—KIPPLING, wasn't it?—called the man plant? Botanists inform us that the flower is the only outcome of a gradual metamorphosis of the foliage lower down, that floral leaves are the result of a degeneration in the quality of the sap. In any case, it is not admitted that the "lower animals" are not efflorescent also; but assuming that the *genus homo* does monopolize thought, is it necessarily progress? May it not be due to degeneration? This would fit our thesis beautifully, and the underlying homology of all plant foliar organs would, by analogy, do the Socialist trick of levelling us down with the jungle folk. Alas! already the analogy betrays us and our ridiculous thesis, for most people love flowers, and the botanists have taught us their use in the world. So, there we are just where we began, at the mercy of the dogmatists—one wave dashing us against another. At least, with flickering courage we may persist that this futile excursion has to some extent warranted the thesis. After this, we will be as wise as the Arabs, and, leaving vain abstractions, stick to more material matters, such as the awakening of China.

Rarely is a big merchant steamer chartered for a pleasure-trip, and turned into a floating palace. That, however, is to be the fate of the "Mitsushima," a Sunderland-built vessel of nearly 8,000 tons, whose business it has hitherto been to run between Rotterdam and Galveston. She has been chosen by Colonel R. M. Thompson, financier, retired naval officer, and lawyer, of New York, for a round-the-world cruise. The vessel is to be provided with a ball-room, 1900 ft. long and 50 ft. wide, decorated in white enamel and gold, and to have fifteen state-rooms, each comprising a sitting room, bed-room, with brass bedstead, and bath-room. Electric light, telephones, and refrigerating plant form part of the equipment, which is to be luxurious throughout.

Japan has just put into the water what is the largest merchant steamer ever constructed on the Pacific, and the largest turbine-driven passenger steamer built outside Great Britain. The vessel is a triple-screw boat of 13,500 tons, and she is the first of three ships to be built at the Mitsumi Bishi dockyard at Nagasaki for the Toyo Kisen Kaisha (Oriental Steamship Company) for its service between China, Japan, and San Francisco. The new steamer, which is expected to do nineteen knots with about 17,000 indicated horsepower, has had her turbines constructed by the Parsons Company. Well-known, yet, who are also to supply the power for the second ship. The Mitsumi Bishi Works have, however, been making preparations for the construction under license of Parsons turbines, and the third steamer, as well as another vessel of 13,000 tons, will be supplied with turbines of their own construction.

The municipal elections in Glasgow this year are creating exceptional interest in view of the fact that one of numerous Socialist candidates is Mr. James A. Allan, of the Allan line steamships, and a millionaire. He had not previously taken any part in public affairs, and beyond commercial circles he was unknown, except as a wealthy man with somewhat advanced views. Mr. Allan, who is only forty-five, and who drives from his mansion to his meetings in a splendid motor-car, has the support of all the Socialist bodies, whose members describe him as a "comrade," but he is not making much progress with the electors. He says that he is willing to hand over his property to the nation as soon as the State is organized to receive it, and when asked why he did not practise Socialism, he said that it was impossible for any one to practise it by himself, as Socialism necessarily implied a fundamental change in the social system. The Glasgow Trades Council has refused to connote Mr. Allan's candidature.

A Glasgow correspondent writes that the state of affairs which has existed for a number of years in regard to British interests in Chinese railways, and has caused grave apprehension in Britain is still the subject of inquiry and consideration by the British and Chinese Governments. It is eminently necessary that a financial settlement should be arrived at, and until it is, intending investors in all new issues will naturally be apprehensive, and will demand that in any British prospectus for Imperial Chinese Government railway loans it shall be explicitly stated when and where the proposed unconditional guarantee of that Government begins to run for the full face value, and they will also expect evidence that existing railway debts have been fully discharged to the satisfaction of all parties interested, both Chinese and British. He thinks it very desirable that His Majesty's Foreign Minister should do his utmost to bring to a satisfactory issue the negotiations which have been going on for so many months.

The following items appear in Volunteer orders.—Joined.—Mr. G. Marshall rejoined the Troop on the 20th instant, assigned Troop No. 52 and posted to the Troop. Mr. M. E. McIntyre joined the Corps on the 20th instant, assigned Corps No. 1905 and posted to the Right Half No. 1 Coy. Resigned.—Superior H. S. Hall is permitted to resign on leaving the Colony with effect from the 21st instant.

Professor Korn, of Munich, on October 23 achieved a great triumph in transmitting photographs by telegraph. The photograph of the Kaiser was first sent from Berlin to Paris, a distance of 800 miles, and then the photograph of President Fallières was reproduced from Paris. In both cases the likeness was perfect, and the time taken was ten minutes. The photographs of several other persons were afterwards transmitted.

Experiments are being made with the object of utilizing the Eiffel Tower as a novel form of clock, by means of an electrical apparatus which flashes enormous illuminated figures from the second platform so as to be visible over the greater part of Paris and even the suburbs, says the "Morning Post's" correspondent. The figures change every minute, and when the apparatus is in perfect working order Parisians will be able to read a concise announcement of the time as soon as dusk falls.

An old offender made his appearance before Mr. F. A. Hazland at the Police Court yesterday, charged with obtaining a quantity of rice, sausages and cigars by false pretences. The defendant was recognized as a prisoner who had served two years and six months for forgery, and another term of five years for assaulting Mr. Craig, the resident Superintendent of Victoria Jail. Mr. O. D. Thompson appeared on his behalf, and the hearing was remanded. When the defendant is again placed before the Court he will have to answer a second charge—returning from banishment.

As noted recently in our columns, there has just been published a book called "Where to Look: An Easy Guide to Works of Reference." This, as its title shows, is an index to works of reference like "Whitaker's Almanack" and "Hazard's Annual," and two or three hundred others. In connection with this, the following human document—remarkable alike for its pathos and its unconscious humour—is as interesting as it is genuine; it is given, with the exception of the full address, and the signa ure, exactly as it was received by the publishers:—"Oct. 2 at 1907. To Sir Isaac Pitman. Please send me the new reference book just issued the title where to look has my husband is missing I want to find his whereabouts. From yours truly,"

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In American official circles Mr. Cortelyou, the Secretary to the United States Treasury, upon whose action so much now depends, used to be known as the ideal private secretary. For many years he was an ordinary shorthand writer, but President McKinley discovered that there was a good deal more in him than stenography, and for many years he has been the power behind the throne, and very often the real ruler of the United States. Mr. Cortelyou's rise is the more remarkable because it was due to sheer natural ability. He had neither money nor influence, and if he had any political opinions he kept them to himself. He is a little dark, quiet man, whose chief characteristic strikes a stranger as being a capacity for holding his tongue. It is no small credit to the United States that a man who is no orator, and has nothing but conspicuous honesty and ability to recommend him, should at forty-five be, holding one of the highest offices in the State.

America is enjoying unexampled prosperity. Business is good; the farmers have plenty of money; the railroads are thriving; the manufacturers are full of orders; the merchants are enjoying brisk trade, and yet lack of confidence in the industrial and financial pilots brings disaster. This perplexing and amazing phase of the situation is giving colour to the severe attacks on the President's policy of what its opponents term "rejecting the Courts and going on the stump for legal justice." That this policy has played a part in bringing down alike just and unjust is true, and should industrial troubles spread and large numbers of workmen be discharged, we may look for a reaction. Mr. Dawes, ex-comptroller of Currency and President of the Chicago Central Trust Company, made a severe attack before the Trust Conference, on the policy of "pointing to the hole in the sidewalk and declaring that the whole town is going to fall through." He further declared that appeals to passion and prejudice were largely responsible for the present state of the country. The speech evoked the conference, and Mr. Dawes' statement that the worst abused men were those who were now making heroic efforts in New York to save the nation from further disaster was loudly cheered.

## CORRESPONDENCE.

## A RAISON D'ETRE.

[TO THE EDITOR OF THE "DAILY PRESS."]

Hongkong 23rd November.

Sir,—In the article published in your to-day's issue under the heading of "A Newspaper Hoax," I noticed the words *Pedro Blanco*, which is an individual name in Spanish, equivalent to Peter White, whereas the real name of the Rock which was originally given by the Portuguese is *Pedra Branca* (white rock). Although *Pedro Blanco* is seen in most of the maps or charts, yet it is a mistake or rather a corruption of *Pedra Branca*. Perhaps with this explanation the Admiralty might see their way to correcting this mistake in their future charts, and the attention of schoolmasters is also called for in their geography classes.

Thanking you for the insertion of the above—I am, Dear Sir, Yours faithfully,

CORRECTUS EST.

## A POLICEMAN'S ERROR.

[TO THE EDITOR OF THE "DAILY PRESS."]

Sir,—With reference to that rather remarkable communication, "Captain" seems to be suffering from liver, and if an Army Captain, should immediately consult the P.M.O. with a view to being invalided! As to the poor policeman, I dare say, he in his daily routine has some other duties to look after besides dodging riches coolies. In fact, I don't quite see how the Police Force could be expected to dodge out of the way of every frowsy richie coolie who came in their path and at the same time uphold the dignity of the law in a becoming manner.

Yours truly,

ARISTOPHANES.

## FITTING PUNISHMENT.

A native appeared before Mr. C. D. Melbourne at the Police Court yesterday charged with snatching a bag from a small girl in Second Street, West Point. The girl, who carried her little brother on her back, was walking along the street when two men approached her from behind. One caught her by the arm and a gold mounted rattan bangle from her wrist, passing the bangle to a second man who ran away. The first man then proceeded leisurely on his way, but the robbery had been witnessed, and he had not gone far when a detaining hand was laid on his shoulder, and he was handed over to the police. At the station he indignantly denied the charge, remarking that if he had done such a thing he would have run away immediately. On hearing the evidence, however, his Worship was satisfied that the charge was proved, and as the defendant had three previous convictions he sentenced him to six weeks' imprisonment with hard labour; ordered that he be kept in the stocks for four hours and that he receive two whippings, twelve strokes each, during his incarceration.

## THE AUSTRALIAN PARLIAMENT.

"The British Australasian" gives us the following pleasant interchange of compliments which, it says, took place between Sir John Forrest and Mr. Maloney in the Commonwealth House of Representatives.

Sir John Forrest: You are a sounder.

Mr. Maloney: You are a liar.

Sir John Forrest: You have fawned on me since that.

Mr. Maloney: You are a contemptible cur.

Sir John Forrest: You are a "thing."

Mr. Maloney: I will not be called a "thing." I must ask the Chairman to compel you to withdraw.

Sir John Forrest: I will make you withdraw from the House.

Mr. Maloney: You are a dirty cur.

Sir John Forrest: You are a whelp.

The Chairman here intervened.

## TELEGRAMS.

[REUTER'S SERVICE.]

## THE FRENCH IN AENICA.

LONDON, November 26th.

The French lost 8 killed in the Beninassen attack. Fighting was renewed yesterday, and the troops are pursuing the tribesmen to the mountains.

## BAD WEATHER IN ENGLAND.

LONDON, November 26th.

Heavy snowstorms have occurred in the North Midlands, and a whirlwind in East Kent has severely damaged the farm buildings and orchards.

## GERMANY.

LONDON, November 26th.

At the opening of the Prussian Diet, the speech from the throne announces a less favourable financial situation, and a deficit is anticipated in consequence of the large increase for railway expenditure.

## THE RUSSIAN NAVY.

LONDON, November 26th.

The Russian Government pays the Vickers Maxim Co. £400,000 for the plans of 20,000 tons battleships, with a speed of 20 knots, to be constructed in Russia.

## SMALLER INDIAN ARMY.

LORD KITCHENER OPPOSED TO OFFICIAL "ECONOMY."

We understand that the question of the strength of the Army in India will soon come under discussion by the Cabinet.

The ratification of the treaty with Russia has led to a belief that some further reduction in the land forces is possible, thereby saving another considerable sum on the Estimates. It is well known that Lord Kitchener considers that in the new circumstances in India the British Garrison should be increased in order that certain districts may be guarded without interfering with the scheme of distribution as devised for war. Any proposal from the home authorities towards reduction would, therefore, produce a sharp conflict of opinion.

At the present moment great difficulty is being experienced in finding the drafts for India to keep the present force at an adequate strength. India is also to be asked to pay £2,000,000 additional towards the cost of the British Garrison.

## FOGLESS LONDON.

NOVEL SCHEME OF AIR CANNON.

A scheme to disperse fogs by currents of air, shot over London from "projectors" six miles away, has been laid before the Public Control Committee of the London County Council, and M. Domestico Moggiara, the inventor, is ready to start experiments.

Mr. Moggiara says his apparatus has already been subjected to severe tests at Milan, Italy, where fogs, clouds, and hailstorms were quickly dissipated. With his projectors, or "air cannon," placed within a radius of six miles from the Houses of Parliament, he says he will clear away the worst fog in London within twenty minutes.

The theory is that the fog hangs over London simply because there are no air currents to carry it away," said M. Moggiara to a "Daily Mail" representative. "Now, my projectors, acting like cannon, furnish the necessary currents of air."

Each projector is about 60 ft. long. An explosion is caused as in a cannon, and the concussion has an effect for six miles. Thus, if ten or more of these were ranged over London from different directions, the fog would be lifted immediately to an altitude where the wind would blow it away.

After the apparatus was permanently installed the cost would be 72 for each explosion, and twenty explosions would rid the metropolis of its densest fog. The cost for original construction would be £600.

"I am confident," said M. Moggiara, "that my experiments will demonstrate the practicality of a fogless London."

"The suggestion is no more incredible than wireless telegraphy," said an official. "Who knows but in a short time we shall have a Department for Control of Fogs and Rain with experts to regulate the proper proportions of sunshine and cloudy weather?"

## BILLIARDS.

MR. E. H. HINDS V. MR. MELBOURNE INMAN.

Mr. Melbourne Inman, one of the foremost players of English billiards, who arrived in the Colony on Monday from Australia, played two exhibition games of billiards at the Hongkong Club last evening, his opponent being the champion local player, Mr. E. H. Hinds. One game was played before and the other after dinner.

In the game before dinner, Mr. Inman conceded Mr. Hinds 600 in the game of 1000, and the latter ran out while the visitor's score stood at 602. The game lasted about a hour and a half. Mr. Inman's highest breaks were 92, 77, 58, 44, and 32; the highest made by Mr. Hinds was 47; his next highest 27—not so good as in the game he played at the Club with Stevenson, the English Champion, recently, but on the whole he played an excellent game.

In the game after dinner Mr. Inman allowed Mr. Hinds only 500. The local player brought his score up to 984 before he was overtaken by Mr. Inman, who ran out with an unfinished break of 49. The best breaks made by Mr. Inman were 130, 93, 72, 71 and 61. The best break made by Mr. Hinds was 73; his next best 57.

Saturday (to-morrow) being St. Andrew's day, there will be Holy Communion at St. Andrews Church, Kowloon, at 8 a.m.

## SUPREME COURT.

Thursday, November 28th.

## IN BANKRUPTCY.

Before MR. A. G. WISE (ACTING CHIEF JUSTICE).

## FAILURE OF AN AGENT.

Mr. M. J. D. Stephens applied for a receiving order in the estate of J. C. Logan, who carried on business as an agent on the harbour. The assets, according to the affidavit filed were:—steam launch, \$6,000, stock in trade, \$3,000, furniture \$300, and debts due \$5,200, a total of \$14,500; while the liabilities amounted to \$13,500, or thereabouts. Mr. Stephens asked that a manager to the estate be appointed under the direction of the Official Receiver. The debtor's business was a harbour one and was still running. Unless a manager was appointed, what might be gained would be lost to the creditors. He suggested that Mr. Hurley, who knew the business and had kept the debtor's accounts for some years, might be appointed.

His Lordship—What, the washing man? Mr. Stephens—Mr. Hurley, Your Lordship. His Lordship—I think you had better interview the Official Receiver on that point. Mr. Kemp—I have not heard of this application before.

His Lordship (to Mr. Stephens)—You had better see Mr. Kemp and then make your application.

## PUBLIC EXAMINATION.

The adjourned examination of Lam Pak-lung, the debtor, was continued by Mr. Kemp. According to the assessment debtor's property was valued at \$24,000 but it was put down in the bankruptcy as \$15,000. Witness agreed to pay debtor \$3,000 in respect of eight houses in High Street. Lam Pak-lung owed him \$15,000 at that time.

And you paid him \$300, why?—To buy him out of the Hop Yick.

If you had not paid the \$300 into Court the receiving order would not have been made?—I don't know anything about that.

The firm also had two pile driving machines valued at \$4000; did you agree to pay him one-fifth share in them?—They were entered in the shop book.

So were the houses?—There were land deeds for the shops with signatures.

The houses were in your name?—They were in the Hop Yick's name.

His Lordship—Did you pay anything for the pile drivers?—He drew money from the shop.

Mr. Kemp—Your brother drew \$15,000 from the shop; did you repay that?—No.

Why did you say you did. In the affidavit you state he owed you \$10,000 which you had repaid to the Hop Yick?—I had to acknowledge the debts of the Hop Yick.

The further hearing was adjourned.

## MINISTER'S DISHONEST SERVANTS.

The Rev. C. Bone has a cook, a houseboy and a coolie in his employ, and they all reside at his house. On Tuesday evening three friends called to see the houseboy and the coolie, and stayed in their quarters for the night. The evening's conversation, apparently, drifted round to the subject of how to get rich quickly, for before they retired to rest the quietest had agreed to rob the reverend gentleman's cook and to share the spoils. At about five o'clock next morning, when the cook had left for the market, the five rogues procured a pair of pinners from an outhouse, smashed the lock which secured the cook's door, broke open his boxes and stole clothing to the value of \$40 and \$139.50 in money. Sometime after this, Mr. Bone, thinking that the "boy" had forgotten the morning tea, went in search of him, and found both houseboy and coolie bound and gagged in the stable. He immediately sent for the Police, and mounted guard over the pair until Sergeant Lee arrived. After making the necessary inquiries the sergeant became suspicious of the bound men. Approaching the "boy" he shook his hands and the rope that bound them fell away. Then he tried the stability of the gag, but as soon as he worked the "boy's" jaw the gag fell round his neck. The same thing happened in the case of the coolie, so the sergeant arrested both men and took them to the station. There they were charged with burglary, and both denied all knowledge of the affair. Finally, however, they told their story and "poached" on their accomplices. Police were then despatched to Yau-mai where the other three men had gone, most of the property was recovered at a house in Mongkok, and the thieves were arrested in a brothel at Temple Street. The five men were charged before Mr. F. A. Hazland at the Police Court yesterday, and after hearing the evidence his Worship sentenced each to six weeks' imprisonment with hard labour and six hours' stock.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 23rd at 12:05 p.m. The barometer has risen slightly on the China coast and over the Loo-chooes, and fallen over E. Japan and the Bonins.

The anticyclone area is still central over the continent to the North of the Upper Yangtze, and pressure is relatively low over the Philippines and the S. part of the China Sea.

Strong to heavy monsoon may be expected in the Formosa Channel and the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	{ Fresh or strong; fair.
Formosa Channel	{ N.E. winds, strong to gale.
South coast of China between Hongkong and Lamook.	{ Same as No. 1.
South coast of China between Hongkong and Hainan.	{ N. winds, strong to gale.







## NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, and should be accompanied by the full name and address of the advertiser, and should be sent in duplicate. Advertisements and Subscriptions which are not accompanied by the full name and address of the advertiser, and which are not sent in duplicate, will be considered as being for a limited period only, and will be discontinued unless the advertiser sends in a new order before the expiration of the period. Advertisers for extra copies of the Daily Press should send in their orders at least 11 days before the day of publication, after that time the supply is limited. Only cash payments for Cash.

## NEW ADVERTISEMENTS

**AN** Important German Hardware Manufacturing Firm requires EXPORT AGENTS for Africa and East Africa, clothing, iron, and collar holders, hat and mantle hooks, children's paraphernalia or protecting tins, basket locks and lock sticks, tablecloth clasps, advertising novelties, bright iron screws and nuts. Cycle accessories. Department 2, WILHELM BAUER, Esslingen, Württemberg, Germany. 1892

## ST. ANDREW'S BALL.

The Committee of St. Andrew's Society request that the WHOLE INVITATION CARD be handed in at the House this evening by guests instead of the usual slip. Hongkong, 29th November, 1893

## WANTED.

By a Gentleman a FURNISHED ROOM in English Family with Board, sitting room. Apply to— "C.D." Office, Hongkong, 2nd November, 1907. 1894

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "DELTA," FROM BOMBAY, COLOMBO AND SINGAPORE.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignments will be sorted out at dark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel belongs to Cargo— From London, &c., as "India." From Persian Gulf or B. I. S. N. & B. I. S. N. Co.'s Steamers. Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 4th Dec. at 4 p.m., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent, Hongkong, 28th November, 1907. 1

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"HAKATA MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods with the exception of plate cutlery, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out at dark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day. Goods not cleared by the 5th Dec. will be subject to rent.

No Fire Insurance will be effected. All ship-damaged packages must be left in the Godown and Notice of same sent to this Office before the 5th Dec. or Claims in connection therewith will not be recognised. NIPPON YUSEN KAISHA. Hongkong, 28th November, 1907. 1885



## MAGISTRACY.

IT IS HEREBY NOTIFIED that a MEETING of His Majesty's Justices of the Peace will be held at the Magistracy, at 2.15 p.m., on TUESDAY, the 10th December, 1907, for the purpose of considering the following applications under the Liquor License Ordinance, 1898, Ordinance No. 8 of 1898:

1. From RICHARD PERRELL for the transfer to him from one M. STERNBERG of the publican's license to sell by retail intoxicating liquors on premises numbered 318 and 320, Queen's Road Central, under the sign of "THE INTERNATIONAL HOTEL."

2. From THOMAS BERNARD MAGUIRE for a publican's license to sell by retail intoxicating liquors on premises numbered 12, Pak Shai Wan, Kowloon Road, under the sign of "THE BELL VIEW HOTEL."

F. A. HAZELAND, Police Magistrate, Hongkong, 28th November, 1907. 1888



## HARBOUR MASTER'S DEPARTMENT.

IT IS HEREBY NOTIFIED that information has been received from the Military Authorities that GUN PRACTICE will be carried out as under:

On SATURDAY, the 30th November— From Stonecutters, in a westerly direction, at ranges up to 6,000 yards, commencing at 2 p.m., and finishing at 6 p.m.

If the weather is unfavourable on the above date, Practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the ranges.

BASIE TAYLOR, Commander, R.N. Harbour Master, &c. Hongkong, 28th November, 1907. 1885

## INTIMATIONS

## AGENT WANTED.

**BRITISH MANUFACTURERS** require a Firm as STOCKING AGENTS for Hongkong and District. Preference for Firm having London references and connections with the Printing and Paper Trade. This Agency in the hands of an active and well connected firm can be made very valuable and profitable. Write— BOX 108, [1885] Care of "Hongkong Daily Press" Office.

## WANTED.

**PORTUGUESE GENTLEMAN**, experienced in Sale of Beverages. Apply with references to T. S. Care of "Daily Press" Office. Hongkong, 25th October, 1907. 1709

## TROOPS GOING HOME.

**THE CHAPLAIN** to the Forces would be glad to receive Magazines, Illustrated Papers or Books for the use of the Troops going home on the "SICILIA." A postcard addressed to him at Headquarters Office will ensure parcels being forwarded if they may be sent to Chaplain's Room, Fletcher Street, any morning. Hongkong, 6th November, 1907. 1779

**JUST RECEIVED** A FINE ASSORTMENT OF CHRISTMAS & NEW YEAR CARDS.

**HALF-MASKS, ART RE-LIEF NOVELTIES, MECHANICAL ANIMALS.**

POSTCARD, BIRTHDAY and STAMP ALBUMS, POSTCARD PAINTING BOOKS.

**USED POSTAGE STAMPS** in Bags, Packets, Seals &c., Suitable for Christmas Presents at prices to suit any buyer. Inspection solicited. GRACA & CO. Hongkong Hotel Corridor. 1591

**ANNUAL CLEARANCE SALE.** FROM 1ST TILL 30TH NOVEMBER.

**CHINESE, JAPANESE AND INDIAN SILKS, CRAPES, CANTON LINEN, EMBROIDERIES, SHAWLS, LACES, CARPETS, RUGS, DRAPER, FANCY GOODS, &c., &c.**

**BARGAINS! BARGAINS! BARGAINS!**

Kindly note that the above Articles are suitable for presents for Christmas and New Year. Inspection earnestly solicited. D. CHELLARAM, 2, D'Aguiar Street. Hongkong, 1st November, 1907. 1749

**SWATOW DRAWN WORK COMPANY.** 58, Wellington Street.

**MANUFACTURERS & WHOLESALE & RETAIL DEALERS** in all Sorts of DRAWN WORK, EMBROIDERY, BEST PEWTER WARE and CANTON GRASS CLOTH, &c. Hongkong, 19th October, 1907. 1685

**DR. M. H. CHAUN.**

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.

35, QUEEN'S ROAD CENTRAL. From the University of Pennsylvania, U.S.A. Hongkong, 17th April, 1907. 1444

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**TERMS VERY MODERATE.** Consultation Free. Hongkong, 21st September, 1905. 1510

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**ANGLO-CHINESE CALENDAR**

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FROM 1ST JANUARY 1861 TO 31ST DECEMBER 1913, BEING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE 50TH YEAR OF THE 76TH (YUE, THAT IS THE 3RD YEAR OF TUNG CHI TO THE 39TH YEAR OF KWON SUI.

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THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO. Agents. Hongkong, 21st April, 1897. 1114

**THE GLORIOUS INSURANCE COMPANY OF HAMBURG.**

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CARLOWITZ & CO. Agents. Hongkong, 13th August 1906. 28

**NORTH BRITISH AND MERCANTILE FIRE INSURANCE COMPANY.**

TOTAL FUNDS AS 31st DECEMBER, 1905. £17,537,119.

**AUTHORISED CAPITAL, £3,000,000**

**SUBSCRIBED CAPITAL, £2,750,000**

**PAID-UP CAPITAL, £87,500 0 0**

**RESERVE FUNDS, £3,989,799 19 8**

THE Underigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN TOMES & CO. Agents. Hongkong, 27th April, 1907. 1116

## AUCTION

## PUBLIC AUCTION

BY ORDER OF H.M. WAR OFFICE.

THE FOLLOWING VERY VALUABLE LEASEHOLD PROPERTY,

Known as INLAND LOT NUMBER 427 (SPRING GARDENS) containing an area of about 42,383 square feet and having a frontage on Queen's Road East of 228 feet, situated at Queen's Road East, Hongkong, will be Sold by PUBLIC AUCTION

(on WEDNESDAY),

the 18th day of December, 1907, at 3 o'clock in the afternoon, in One Lot by Messrs. HUGHES & HUGH, Auctioneers,

at their Auction Rooms, in Des Vaux Road, Central.

The Property consists of:

All that piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as Inland Lot 427, and all buildings thereon and appurtenances thereto belonging, held under the Crown Lease thereof dated the 7th day of April, 1858, for the term of 999 years from the 28th day of July, 1855, at the annual Crown Rent of £150 Sterling (\$750), subject to the covenants and conditions contained in the lease.

For further particulars apply to The AUCTIONEERS, or to DENNIS & BOWLEY, Solicitors for the Vendors, Hongkong, 21st November, 1907. 1854

## FOR SALE

## FOR SALE

**GENTLEMAN'S HUMBER FIRST GRADE BICYCLE** with Free Wheel, 23" Frame, 2 Speed Gears, 2 Rim Brakes, Gear Case and Dynamo Tyres with Self-Steering Air Tubes. Quite New. \$125. Apply box No. 999, Care of "Daily Press" Office. Hongkong, 6th November, 1907. 1874

**A SALE OF WORK** in aid of the Organ Fund of UNION CHURCH will be held at the Volunteer Headquarters and Parade Ground (Kindly lent by Major CHAPMAN and Officers) on TUESDAY, 3rd December 1907.

Lady LEAGARD has kindly consented to open the Sale at 2.30 P.M. Admission Free.

In addition to the Sale of a large variety of work there will be several side attractions. A Concert will also be given at 9 P.M. Admission: \$1/0 Hongkong, 25th November, 1907. 1875

## FOR SALE

## INLAND LOT No. 1708.

SITUATE at North Point, Shaukiwan Road, Hongkong, (next to the Metropole Hotel).

The property contains by admeasurement 103,550 square feet. Crown Rent, \$238.00 per annum.

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"STILLINGFLEET" Peak Road. SIX ROOMED HOUSE with Fine View of Harbour and Victoria.

"HARBURVILLE" Garden Road. SIX ROOMED HOUSE fitted with Electric Light and full use of Tennis Court.

Apply to— PERCY SMITH & SETH, Accountants & Auditors, &c., 5, Queen's Road Central. Hongkong, 28th November, 1907. 1889

**TO LET—FURNISHED.**

"SLEMISH" No. 101, The Peak. Apply to— MESSRS. HASTINGS & HASTINGS, Solicitors, 38, Queen's Road Central, Hongkong. Hongkong, 4th September, 1907. 1445

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"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 28 Rooms.

OFFICES on the Third Floor of 1 TEL MANSIONS" 3 ROOMS Corner over Messrs. Kruse & Co. Fine position. Cheap rental. BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, over Caldwell MacGregor. OFFICES in Queen's Road Central.

BELLIOS TERRACE HOUSES, BONAIR ROAD.

BISHOP LODGE SOUTH (Peak) Partly Furnished, Immediate Possession.

No. 1, MOUNTAIN VIEW (Peak) Furnished. For 4 or 5 months from 1st December, 1907.

No. 1, ALBANY.

No. 6, DES VEAUX VILLAS (Peak).

No. 2, BEACONSFIELD ARCADE.

No. 55, ELGIN STREET (Corner House).

No. 57, PRAYA GRANDE, Macao.

Apply to— LINDSEY & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 26th November, 1907. 1102

## TO LET

**IMMEDIATE POSSESSION.**

**No. 2, HOLLYWOOD ROAD**

Apply to— ARBATON V. APOAR & CO., 45, Wyndham Street. Hongkong, 2nd March, 1907. 491

## TO LET

**GROUND FLOOR** of No. 4, Des Vaux Road including a Strong Room and servants' quarters.

The Top Floor of No. 2, Wyndham Street lately vacated by the Hotel Bellevue, suitable for a Club or Boarding House.

Apply to— DAVID SARSON & Co. Ltd. Hongkong, 11th November, 1907. 1838

## TO LET

## TO LET

**No. 4, QUEEN'S GARDENS—7 Rooms** and 4 Bathrooms, lately colourwashed, painted and repaired throughout. Electric Light.

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**FIRST Class European Houses, Lochiel Terrace and Hampshire Avenue—Kowloon.**

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**No. 5, ORMSBY TERRACE, Kowloon** Cheap Rental.

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**OFFICES in ALEXANDRA BUILDINGS.**

Apply to— SECRETARY, A. S. Watson & Co. Limited. Hongkong, 23rd April, 1907. 1800

## TO LET FURNISHED

**FOR** Twelve Months, 3, Victoria View, Kowloon, 6 Rooms, use of Tennis Court. Apply at the House. Hongkong, 25th November, 1907. 1873

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**OFFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground, "HATHERLIGH," Conduit Road, A HOUSE in CLIFTON GARDENS, Conduit Road.**

OFFICES in YORK BUILDING, GODOWNS and No. 16B, Des Vaux Road next to the HONGKONG HOTEL. FLATS in MORTON TERRACE. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 21st November, 1907. 1782

## TO LET

**No. 2, MACDONNELL ROAD.**

Apply to— COMPTON'S DEPARTMENT, Nippon Yusen Kaisha. Hongkong, 3rd June, 1905. 197

## TO LET

**GODOWNS Nos. 95, 96, 97 and 101, Praya East.**

Apply to— CHATER & MODY, Victoria Buildings. Hongkong, 20th June, 1907. 1039

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**NEW and COMMODIOUS SHOP** in Des Vaux Road Central, moderate rental.

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**No. 59, CAINE ROAD.**

Apply to— SAM WANG CO., LTD., 81, Queen's Road Central. Hongkong, 27th November, 1907. 1103

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**A HOUSE in KNOTSFORD TERRACE KOWLOON.**

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st November, 1907. 1192

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**"LEWKNOR" No. 116, Peak, Furnished.** for 18 months from the middle of March, 1908.

Apply to— M. V. SLADE, Prince's Buildings. Hongkong, 22nd November, 1907. 1859

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**No. 38, CAINE ROAD.**

Apply to— LEIGH & ORANGE, 1, Des Vaux Road. 94 Hongkong, 9th October, 1907.

## TO LET

**No. 5, MORRISON HILL.**

One FOUR ROOMED HOUSE at Praya East, near East Point.

Apply to— JARDINE, MATHESON & Co., Ltd. Hongkong, 21st October, 1907. 1691

## TO LET

**NOS. 2 and 5 Observatory Villas, Kowloon.** Moderate Rental. Tennis Court and Electric Lights.

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**THE WHOLE of the SECOND FLOOR** of No. 3, Queen's Road Central, (opposite the General Post Office). The Rooms are light, spacious and well ventilated; 13 in number, besides kitchen, pantry, bathroom, servants' quarters etc. Very moderate rent. Immediate possession. Apply to— YEE SANG FAT & CO, Same Address. Hongkong, 7th October, 1907. 1627

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PAID-UP CAPITAL ... \$10,000,000

RESERVE FUNDS:—

STRENGTH ... \$1,000,000 at 2/-=\$10,000,000

SILVER ... 11,750,000

RESERVE LIABILITY OF PROPRIETORS 10,000,000

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Hongkong, 17th August, 1907. 21

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Interest may be obtained on application. INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer



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## S. MOUTRIE & CO. LTD.

NEW SEASON'S MODELS  
JUST ARRIVED  
BABY GRANDS  
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THIS VAT WAS STARTED BY THE LATE ROBERT THORNE  
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Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most innocuous remedy in the treatment of Acute and Chronic Discharges. The capsules, unlike Copal, do not cause eruptions on the skin or produce nausea. MATICO INJECTION is used in recent MATICO CAPSULES in the more chronic cases.

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## GRIMAULT'S INDIAN CIGARETTES

For Asthmatic people who suffer from oppression in breathing, HOARSENESS, and BRONCHITIS, INFLUENZA, and DIFFICULTY IN EXPECTORATION. Grimault's cigarettes render the respiration easier, cut short the paroxysms, and remove the feeling of tightness across the chest. GRIMAULT & CO. PARIS Sold by all Chemists.

# Do you Suffer?

## FROM HEADACHE, LOSS OF SLEEP, INDIGESTION, TORPID LIVER, BILIOUSNESS

# Beecham's Pills

will quickly remove the cause of these distressing complaints and restore healthy action to every organ. You will feel like a new person after taking a few doses of BEECHAM'S PILLS. They rid the system of impurities, improve the digestion, banish headache and

Give Positive Relief  
in all cases of CONSTIPATION, BILIOUSNESS, INDIGESTION and DISORDERED LIVER.

The excellent results obtained by the use of BEECHAM'S PILLS have proved them worthy of the confidence they enjoy. They have helped thousands and recommend themselves.

Sold at all Drug Stores and by all Medicine Vendors in China; in boxes, price 9d., 1/4, and 2/6.

# SHIPPING DISASTERS.

## GERMAN LINER BURN.

Lisbon, October 30th.  
A serious disaster occurred off Lisbon late last night, the Hamburg-American liner "Borussia" sinking in a few moments whilst taking on coal.

The "Borussia" had just arrived from Santos (Brazil), and was homeward-bound with a full cargo of coffee.

All her ports were open, when the strong tide-way caused the vessel to take a sudden list, with the result that the sea rushed in, and the liner sank almost immediately in deep water.

So far as can be ascertained, all the passengers are safe, but three of the crew are missing.

Not a vestige of the liner is now visible above the surface of the water.

The loss is bound to be enormously heavy. It is stated that the cargo of coffee alone was valued at £200,000.

The "Borussia" was a comparatively new steamer of 7,000 tons, built at Hamburg, in 1905.

Lloyd's Agent at Lisbon telegraphed as follows:

"Hamburg-American steamer 'Borussia,' homeward bound from Brazil, whilst coaling last night, strong tide-way, took list; water entered coal-bunkers, and vessel foundered in deep water. Nothing visible now. Considerable loss. All passengers saved, also crew, excepting three men missing."

A telegram received by the owners of the "Borussia" from Lisbon states that the vessel sank in 10 fathoms of water on Oct. 22, nine p.m., by water entering the coal ports, when the steamer dragged her anchor, and received a list in the heavy current. Attempts at towing the ship into shallow water failed, owing to sailing vessels blocking the way. The passengers were saved, and all the crew excepting one boy. The ship is lying on her port side along the fairway. The salvage steamer "Nova" has been ordered to proceed from Gibraltar to Lisbon. The cargo on board is 60,000 bags of coffee from Santos, and 22,500 bags from Rio Janeiro. Passengers of the cargo from Bahia (Brazil) are not yet known.

A telegram from Girmuthman states that the Russian steamer "Litania," from Riga to America, is lying in a bad position, but as the weather continues very fine, there is no immediate danger. There are 760 passengers and 104 crew on board the former, including many families with children, mostly Poles and Jews. It is intended to send the passengers on to their destinations by another steamer.

Diverted from a salvage steamer are investigating the "Litania's" damage. Broad has been brought on board by tugs and fishing-boats, as owing to the vessel's list no baling can be done on board.

The following telegrams have been received at Lloyd's:

Copenhagen, October 30th.  
A lighter, with provisions, has been despatched to the Russian steamer "Litania," ashore at Skillingen.

"Litania" grounded in a rather dangerous position, in clay and gravel, off Skillingen. Will have to discharge about 1,000 tons. Steamer is not expected ashore for eight days; forehold full of water. Passengers cannot remain on board. Arrangements are being made to forward passengers, either via Copenhagen or Warnemunde or Swinemunde, to Rotterdam, re-shipping thence to New York.

Malmo, October 30.  
Two salvage steamers have been sent to the steamer "Litania." Passengers will be brought to Copenhagen.

## CHINA'S ARMY.

An interesting article appears in the current number of "Mission Catholique," from the pen of M. Regis Gervais, a missionary at Kwangtung, who gives details of the new Chinese Army project.

According to M. Gervais, 20 military districts are to be formed, comprising the 18 Central Provinces, with Turkestan and the Peking region. In each of these districts an Army Corps of two divisions will be established.

Each division will comprise twelve infantry battalions, a regiment of cavalry, three batteries of artillery, and one company of engineers. The 4 divisions will represent a total of 30,000 men, and it is expected that by 1910 the organization of the new Army will be completed.

The private soldiers will be paid at the rate of one taal (about 3s. 6d.) per month, and this pay they will also receive for 12 years after leaving the regular service. During the first nine years of this period they will be required to serve a month in the spring and a month in the autumn of each year, and for the remaining three years will be liable to only a few days' service annually.

At the head of this Army will be a "President of the Superior Council," Prince Ching, who, of course, belongs to the Imperial Family.

Owing to his great age, however, Prince Ching has delegated his powers to the Viceroy of Tchi-li, Yuan-shikai, who, says M. Gervais, is a man of liberal tendencies and energetic disposition.

The "Superior Council" will be over and independent of Ministerial authority. There will be a Ministry of War, organized on the European principle, a General Staff, and a body responsible for the instruction of officers under the direction of which the military schools will be placed.

# MOTOR NOTES FROM HOME.

[Written for the Hongkong Daily Press.]

London, October 18th.

The Olympia Motor Show is now close at hand, and motor firms are busy arranging their exhibits, particulars of which are to hand. It would be, obviously, impossible to go into any of the details in advance, but there is no doubt whatever that the great exhibition will surpass, both as regards scale and magnificence, all that have gone before. No less than 140 different makes of cars from the principal motor manufacturing centres of the world will be shown, and the exhibitors will number over 300. The Daimler Company have secured the central position. It is a significant fact, as showing the estimation in which the exhibition at Olympia is held by Continental manufacturers, that not one, but three, of the cars that successfully completed the journey from Peking to Paris will be on view. These are the Itala car on which Prince Borghese won the race, the Spyker car, driven by Mr. Godard, and one of the De Dion-Bouton cars.

The change in the date of the French Exhibition, bringing it closer to that of Olympia, is evidence that France is alive to the keen rivalry which the British industry is opposing to that of France. A French motor-writer has reason to admit that, last year, he was "excessively severe on our rivals the other side of the Channel. With the same impartiality I must state that immense progress they have made from one year to another. It is really stupefying, and a veritable gulf, technically, separates the chassis *Anglois* 1917 from those of 1916." As the *Matin* truly says, "The importance of the English Automobile Show is increasing year by year. London is the busiest market in the world, and it has now succeeded as regards automobiles." Yet, with the notable examples before them of British energy and initiative in the motor industry, the winning bug of the "blue ribbon" of the Atlantic, and other noteworthy successes, there are some who still play the Cassandra-role of mourning over the lost industrial prestige of Great Britain, and prophesying her falling out of the race for commercial supremacy.

The East is not to be behind the times in the matter of motor shows. The Motor Union of Western India announces that an International Exhibition will be held at Bombay on February 24th to the 29th, next year, and will include a Motor Gymkhana extending over three days.

Even with all the evidence of motor-activities surrounding him, the pessimist still creaks gloomily. There are rumours afloat of an impending depression in the trade, and it is asked whether there has not been a great overproduction. This question recurs regularly every year, so soon as the weather drives the pleasure motorist off the roads and his car into the second-hand market. It is true that there is not a very brisk demand at this time of the year. There never is. But, if it is less than usual, the cause is, in all probability, the proximity of the Olympia and the Paris Shows, for which people are waiting in order to see the new models for 1908. So far as my enquiries go, there has been no overproduction of high-priced cars, for which there must necessarily be a restricted market. For good cars of moderate horse-power, ranging in price from £400 to £700, there must always be a demand.

The question of the probable life of a car is one that interests the buyer in the East even more than his confrere at Home, and one that I have heard asked more often there than here. The answer, of course, largely hinges upon who is the owner. I have known some men who would "kill" any car ever made in a single season, and, on the other hand, there are others whose cars are still running at the end of four or five years. With an intelligent owner, and careful driver, possessing some knowledge of car-contruction, I think any car of reputable make should easily last seven or eight years, even in the tropics. The engine should be good for that period at least. It may require re-boring during that time, especially if the lubrication has been neglected. After this operation, it ought to last, say, another four years. New piston rings, of course, will be required from time to time. The crankshaft will need rearing up and fitting with new bearings. As to the other parts, new bushes, change-speed gears, cardan shaft-joints, etc., may be required. Beyond renewing certain moving parts, a car can be made practically as good as new. But the question cannot be answered to all alike. All depends, as

has been said, on the owner, the driver, the work the car has to perform, and other general conditions.

The British Vice-Consul at Tampico, dealing with the question of motor-boats, criticises British makers that, by keeping up the prices of their products, they shut themselves out of that particular market. American boats, we are told, are about half the price, and therefore rule the field—or rather, the waves. A similar story was prevalent in two or three places in the Far East a few years ago. But those who brought the higher-priced British-built boats have never since had reason to regret their purchases; whereas the cheaper American boats—P. The same lesson was learned in Australia, and even in Canada, the British motor-boat is asserting its superiority. So that, in the end, this sort of American "enterprise" is likely to prove rather to the advantage of the British marine motor industry, than otherwise.

Morris, Straker and Squire, Ltd. of Shaftesbury Avenue, the makers of the well-known "C.S.B." car, have recently sold a 25-h.p. car of this make to his Highness the Maharaja of Bikanir. The identical car will be on show at Olympia.

The trophies which have recently been offered by Argyll Motors for meritorious performance of Argyll cars have appealed to users of these cars in the East, as well as at Home, as is shown by the recent performance of Mr. A. Turner Leung who has driven a 14-h.p. Argyll car up one of the steepest ghats in the Bombay Presidency. Mr. Leung drove from Poona to Mahabaleswar, a distance of 72 miles, in three hours, with three persons and a full load of luggage. Mahabaleswar being several thousand feet above Poona, there were several stiff climbs, and one hill seven miles in length with a gradient of 1 in 8, and, in some places, 1 in 6. No trouble whatever was experienced either by overheating or in any other way. The return journey was to Bombay via Poona, 189 miles, which was accomplished in 8½ hours running time, over some of the worst of roads. The petrol used was rather less than a gallon to each 25 miles. Some few years ago the motor-car was considered an impracticable vehicle for the mountainous parts of India, but this performance of Mr. Turner Leung, among others, proves the contrary. Incidentally it shows the value of the Argyll as a car for the East.

INSTANTLY READY (FOR DOCKING)

FLIGHT OF THE HOME FLEET'S NORE DIVISION.

It is officially announced that arrangements are to be made at Chatham Dockyard for the refit of all the battleships of the Nore Division, except the "Hoodnought," which, of course, has never been to the Nore.

The ships are:—

Bulwark ... .. 15,000 tons.  
London ... .. 15,000 "  
Victorious ... .. 14,900 "  
Magnificent ... .. 14,900 "  
Majestic ... .. 14,900 "

The "Natal," of the Fifth Cruiser Squadron (attached to the Nore Division), is also to go into dock.

It is estimated that the repairs to each ship will take at least three months.

The "Duke of Edinburgh" cruiser has a serious defect, the Nore Division, as regards armour-plating, will if the repairs are all carried out at once, be reduced to four cruisers. If all the repairs are not to be carried out at once, in what sense can ships awaiting repair be regarded as "instantly ready"?

The Nore Division has never existed as a fighting fleet. It was the fiction of its existence to a desperate attempt on the part of the Admiralty to disguise the reductions in the seagoing squadrons.

Several battleships and four cruisers were this year withdrawn from seagoing commission. This was called "re-orientation." When the truth became known the Admiralty announced the formation of the Nore Division of six battleships and six armoured cruisers. They were not there, but they were announced to be there, "instantly ready." At first they were to be manned with nucleus crews.

When the truth was again published, the Admiralty were forced to announce that they would be fully manned. So they were—that is, such ships as were not in dock or completing, or elsewhere—but with boys and second-class stokers. The inspired Press promptly referred to the phantom squadron as the "fighting tip" of the Home Fleet, the consummation of a golden crown of years of profound strategical study.

On June 17 last the Civil Lord of the Admiralty stated that the whole of the Nore Division was "fully manned and ready for immediate service." At that time two armoured cruisers were ineffective owing to serious defects, and two battleships were known to be in the same state. It is to mention a large proportion of the destroyers.

In the "Circular Letter" issued by the Board on December 10, 1904, it is laid down that "not more than two battleships are to be absent at any one time from the Channel Fleet (the Nore Division has, of course, since been made up of ships taken from the Channel and other fleets) for the purpose of refit."—Daily Mail.

## THE LITTLE FRANCHERS.

We are not alone in possessing the strange people who cannot soar beyond the politics of the parish pump. In France they are a no afflicted with the spoils for according to "Le Temps," the Budget Committee of the Chamber has been endeavouring, under the guise of economy, to abandon its to China and to injure France's position in the Far East. At the beginning of the Russo-Japanese War, France had over thirty-three thousand men in Indo-China, but this year the Commission of the Budget has attacked the ordinary irreversibility of the colony, and has proposed to do away with thirteen more battalions. The result of this would be that scarcely twenty thousand men would be left in the garrison, and this at a time when France's agreement with Japan has given her fresh responsibilities in the Far East. Japan has considered that the trouble was a force to be reckoned with in that part of the world, and the two Governments undertook to render each other assistance in maintaining peace in case of need. It is easy to suppose that France might again be called upon to interfere in China, and if her Indo-Chinese garrison is depleted she will be in no condition to fulfil her engagements. This is no time for weakening European forces in the Far East.—Daily Mail.

**ARGYLL MOTORS LTD.**  
ALEXANDRIA GLASGOW  
ALL TYPES OF COVERED CARS FOR COLONIAL WORK  
LONDON DEPOT: ARGYLLS, LONDON, LTD.  
AGENTS FOR THE FAR EAST  
BOMBAY MOTOR CAR CO., Bombay; BROWN & DAVIDSON Talawakette, Ceylon; G. HENDERSON & CO., Calcutta; SYME & CO., Singapore; ROWE & CO., Rangoon; LOUIS T. LEONOWENS LD., Bangkok. 1511

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London, New York, San Francisco, Hamburg, Calcutta, Bombay, Rangoon, Singapore, Bangkok, Siam, Manila, Canton, Swatow, Amoy, Fookien, Tientsin, Shanghai, Hankow, Choofoo, Kienchen, Newchwang, Tientsin, Angkor, Seoul, Chongking, Yokohama, Nagoya, Osaka, Kobe, Kure, Matsuyama, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino, Bushe, Niike, Hakodate, Sapporo, Taipei, Taiwan, &c.  
Telegraphic Address: "MITSUI" (A.B.C. and A.I. Codes).  
CONTRACTORS OF COAL to the Imperial Japanese Navy and Mint and Arsenal; the State Railways; Principal Railway Companies; Industrial Works; and Home and Foreign Mail and Freight Steamers.  
SOLE PROPRIETORS of the Famous Mitsu, Tagawa, Yamano and Ida Coal Mines and SOLE AGENTS for Feijun, Hokoku, Hondo, Kanada, Mameda, Ohtsuji, Onoura, Sashima, Takaburo, Yoshin, Yonokubo, and other Coal.  
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**Abbey's Effervescent Salt**  
Your Stomach is the key to your health.  
If you keep your Stomach healthy, you are sure to be well.  
If you use Abbey's Salt it will keep your Stomach in such perfect condition that you simply can't help being well.  
When your trouble comes from the Stomach, Abbey's Salt is the right thing to take—don't forget that.

**DAVID CORSAIR & SONS**  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
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TAPPAULING  
ARNHOLD, KARBURG & CO.  
295  
Sole Agents  
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144, Queen Victoria Street, London, E.C.

**MITSUBISHI GOSHI-KWAISHA**  
(MITSUBISHI CO.)  
COAL DEPARTMENT  
MARUNOUCHI, TOKYO.  
Cable Address, "HIVASAKI," which applies to all Branch Offices.  
All Agents 5th Ed. Western Union Code 530.  
All Letters Addressed: MANAGER MITSUBISHI CO. with name of place under.  
BRANCH OFFICES:—  
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AGENTS:—  
YOKOHAMA: M. ASADA, Esq.  
CHINKIANG: Messrs. GEARING & CO.  
MANILA: Messrs. MACONDOY & CO.  
SOLE PROPRIETORS of Tokushima, Ochi, Shizuno, Namatsuta and Kami-Yamada Collieries, and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Huzon Coal.  
The Head and Branch Offices and the Agencies of the Company will receive any order or sale produced from the above Collieries.  
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**HONGKONG BUSINESS DIRECTORY.**  
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The only office in China having European taught workmen Equal to Home work.

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Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers, Pig Iron and Foundry, Coke, Importers, General Storekeepers and Commission Agents, 35 & 37, Wing Lok Street, (1st Street West of Central Market), Telephone No. 515.

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Good Panoramas Views of Hongkong, recently taken, on sale.

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THE Underigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with LINDA CHINA STEAM NAVIGATION Co.'s fortnightly service home to CALCUTTA. Sailings from CALCUTTA for CAPT. POORE every fortnight. For Freight and further particulars, apply to  
DODWELL & CO., LIMITED  
General Agents for China and Japan  
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**ON SALE.**  
A TABLE OF THE  
RATES OF EXCHANGE AT  
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For Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly Approximate Averages for 32 Years From 1875 to 1908.  
Price: 2s. Cash. On sale at the "DAILY PRESS" Office, or Local Bookellers.

**LITTLE AILMENTS**  
Such as Headache, Wind, Loss of Appetite, Nausea, Weakness, Indigestion.  
They should never be neglected—not for a single day—for they weaken your system and unfit you for life's duties. Thus, indigestion and constipation generate impurities that pass into your blood and are carried all through your body. Your food yields poison instead of nourishment, and your body starves, while you are subjected to distress, pain and incapacity for labour or enjoyment. These conditions almost certainly  
**LEAD TO SERIOUS ILLNESS**  
What your system needs is a digestive tonic that will help your stomach and liver to do their work properly. You can get just that assistance from the world-famed vegetable remedy, and sure cure for all digestive ills, Mother Selgel's Syrup.  
"My health has been excellent ever since I last wrote to you. My skin is delicately clear, my blood pure, and I have had no return of the indigestion. All this is due to Mother Selgel's Syrup."—Contributory testimony from Mrs. Tregina, Kidderminster, Great-near-Browed, Staffs., May 1907.  
**MOTHER SEIGEL'S SYRUP**



## SHIPPING.

## ARRIVALS.

CHITVEN, Chinese str., 28th Nov.—Canton.  
DELTA, British str., 4,780, C. I. Daniel, 28th  
November—Bombay 13th November,  
Hulls and General—P. & O. S. N. Co.  
DEVANHA, British str., 4,785, T. H. Hide,  
R.N.E., 28th Nov.—Shanghai 28th Nov.,  
General—P. & O. S. N. Co.  
HAKATA MARU, Japanese str., 7,319, T. Marai,  
28th Nov.—Singapore 23rd Nov., General.  
Nippon Yusen Kaisha.

## CLEARANCES

At THE HONOUR MASTER'S OFFICE.  
28th November.  
Choyang, British str., for Swatow.  
Delta, British str., for Shanghai.  
Haimu, British str., for Swatow.  
Machida, German str., for Hoihow.  
Nashon, British str., for Swatow.  
Zillah, British str., for Yokohama.

## DEPARTURES

28th November.  
ERROLL, British str., for Shanghai.  
HUNAN, British str., for Canton.  
HUPKE, British str., for Hoihow.  
JAPAN, British str., for Singapore.  
KAIFONG, British str., for Cebu.  
KWANGLER, Chinese str., for Canton.  
MEMNON, British str., for Shanghai.  
TAMING, British str., for Manila.  
TANAN, British str., for Kobe.

## VESSELS IN DOCK.

November 28th.  
ABERDEEN DOCK.—Progress.  
Kowloon Dock.—Neil McLeod, Germania,  
H.M.S. Whiting, Raventree, Triumph, Empress  
of China, Woolwich, Kye, M. S. Dollar.  
COSMOPOLITAN DOCK.—Tea.

## VESSELS ON THE BERTH

## ALTERATION.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.  
FOR SWATOW, AMOY AND FOOCOW.

## THE Company's Steamship

"HAIMUN"  
Captain A. J. Robinson, will be despatched for  
the above Ports TO-DAY, the 29th inst., at  
10 A.M.

For Freight or Passage, apply to  
DOUGLAS, LAPEL & Co.,  
General Managers.  
Hongkong, 27th November, 1907. 1885

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA,  
INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON  
THROUGH BILL OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL  
AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"DEVANHA"  
Captain T. H. Hide, R.N.E., carrying Hi-  
mity's Mail, will be despatched from  
this for Bombay & on SATURDAY,  
the 30th November, at Noon, taking  
passengers and cargo for the above port  
in connection with the Company's s.s.  
"HIMALAYA," 7,000 tons, from Colombo.  
Passengers' accommodation in which vessel  
is secured before departure from Hongkong.  
Silk and Valuable, all cargo for France and  
Tea for London (under arrangement) will be  
transhipped at Colombo into the mail steamer  
proceeding direct to Marseilles and London,  
other cargo for London, &c., will be conveyed  
from Bombay by the R.M.S. "ARABIA,"  
due in London on 11th January, 1908.  
Passengers will be received at the Office until  
4 P.M. the day before sailing. The contents  
and value of all packages are required.  
For further particulars, apply to  
E. A. HEWITT,  
Superintendent.  
Hongkong, 18th November, 1907. 1

FOR SINGAPORE, PENANG AND  
CALCUTTA.

## THE Steamship

"CATHERINE APGAR"  
Captain W. D. A. Thomas, will be despatched  
for the above Ports on TUESDAY, the 3rd  
Dec., at 3 P.M.  
For Freight or Passage, apply to  
DAVID SASSO & Co., Ltd.,  
Agents.  
Hongkong, November 28th, 1907. 1877

## THE RUSSIAN VOLUNTEER FLEET.

FOR CONSTANTINOPLE, ODESSA AND  
BLACK SEA PORTS.

## THE Steamship

"KIEV"  
will be ready to load about FRIDAY, the 6th  
December.  
For Freight apply to,  
MELCHERS & CO.,  
Agents.  
Hongkong, 25th November, 1907. 1875

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## FRENCH MAIL STEAMERS.

STEAM FOR SINGAPORE, BATAVIA,  
CEYLON, CALCUTTA,  
BOMBAY, ADEN,  
EGYPT,  
MARSEILLES, LONDON,  
HAVRE, BORDEAUX,  
MEDITERRANEAN  
AND BLACK SEA PORTS.

## THE Steamship

"POLYNESIE"  
Captain Bru will be despatched for  
MARSEILLES on TUESDAY, the 10th  
December, at 1 P.M.  
The Steamer connects at Colombo with one  
of the Co's Australian s.s. "Ville de la Cloche"  
bound for Marseilles via BOMBAY and Aden.  
Passage tickets and through Bills of Lading  
issued for above ports and for Australia with  
prompt transshipment at Colombo.  
Cargo also booked for principal places in  
Europe.  
Next sailings will be as follows:—  
S.S. "TOURANE" ... 24th Dec  
S.S. "ARMAND BEHIE" ... 7th Jan, 08  
S.S. "SALAZIE" ... 21st Jan, 08  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 27th November, 1907. 2

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon, are marked  
"k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c., via USUAL PORTS OF CALL...	DEVANHA	Brit. str.	—	T. H. Hide, R.N.E.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	NORSE	Brit. str.	—	G. Phillips	P. & O. S. N. Co.	About 4th December.
MARSEILLES, ANTWERP & HAMBURG	BRIGAVIA	Ger. str.	k.w.	G. G. G. G.	HAMBURG-AMERIKA LINIE	To-day.
MARSEILLES, HAVRE & GOTHENBURG &c.	CANTON	Swed. str.	—	—	MELCHERS & CO.	On 9th December.
HAVRE & HAMBURG VIA STRAITS, &c.	POLYNESIE	Ger. str.	—	—	MELCHERS & CO.	On 10th Dec, at 1 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	SEGOVIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 23rd December.
NAPLES, GENOA, ALGERES, GIBRALTAR &c.	C. F. FERD. LAEISZ	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 24th January.
NAPLES, LISBON, HAVRE & HAMBURG	PRINCESS ALICE	Ger. str.	—	—	MELCHERS & CO.	On 4th Dec., at Noon.
NAPLES, HAVRE & HAMBURG VIA STRAITS, &c.	SACHSEN	Ger. str.	—	—	MELCHERS & CO.	About 25th December.
NAPLES, HAVRE & HAMBURG VIA STRAITS, &c.	SIBERIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 11th December.
CONSTANTINOPLE, ODESSA & BLACK SEA PORTS	SCANDIA	Ger. str.	k.w.	—	MELCHERS & CO.	On 9th January.
NEW YORK VIA PORTS & SUEZ CANAL	HAMBURG	Ger. str.	k.w.	—	MELCHERS & CO.	Quick despatch.
NEW YORK VIA PORTS & SUEZ CANAL	KIEV	Rus. str.	—	—	MELCHERS & CO.	On 30th January.
VANCOUVER VIA SHANGHAI JAPAN, &c.	ATHOLL	Am. str.	—	—	SHEWAN TOMES & CO.	About 10th December.
VICTORIA B.C. & TACOMA VIA JAPAN	SCHUTTKILL	Am. str.	—	—	STANDARD OIL CO.	About 21st December.
CALLAO AND IQUIQUE VIA JAPAN PORTS, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 19th Dec, at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	MONTEAGLE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 29th Jan., at Noon.
AUSTRALIAN PORTS VIA MANILA	TRENTON	Am. str.	—	—	DODWELL & CO., LTD.	Middle of December.
VLADIVOSTOCK	KATHERINE PARK	Brit. str.	—	—	TOYO KISEN KAISHA	To-morrow, at Noon.
JAPAN	CHAROSEA	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 4th Dec., at 4 P.M.
SHANGHAI	SOBERNIK	Rus. str.	—	—	MELCHERS & CO.	On 5th Dec., at 5 P.M.
SHANGHAI	TIKINI	Dut. str.	—	—	MELCHERS & CO.	To-morrow.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHRYSEAS	Brit. str.	—	—	JAVA-CHINA-JAPAN LUN	Quick despatch.
SHANGHAI, YOKOHAMA, KOBE & MOJI	DELIA	Brit. str.	—	—	JARDINE, MATHESON & CO., LD.	To-day, at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	PEHAWUR	Brit. str.	—	—	P. & O. S. N. Co.	About 25th inst.
SHANGHAI, KOBE & YOKOHAMA	KUTANG	Brit. str.	—	—	P. & O. S. N. Co.	About 1st December.
SHANGHAI, KOBE & YOKOHAMA	SCANDIA	Ger. str.	k.w.	—	JARDINE, MATHESON & CO., LD.	On 2nd Dec., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	DOERMUND	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 3rd December.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KWONGSANG	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 4th Dec., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YOECK	Ger. str.	—	—	MELCHERS & CO.	About 4th December.
SHANGHAI, YOKOHAMA, & KOBE	SIAM	Dan. str.	—	—	MELCHERS & CO.	Middle of December.
NINGPO & SHANGHAI	HUNAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 1st Dec, at Daylight
TAMUI VIA SWATOW & AMOY	JOHIN MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 1st Dec, at 9 A.M.
SWATOW, AMOY & FOOCOW	HAIMUN	Brit. str.	2 h.	—	DOUGLAS LAPEL & CO.	To-day, at 10 A.M.
SWATOW & SHANGHAI	SHAOHONG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 4th Dec., at 4 P.M.
SWATOW & SHANGHAI	HOHOW	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 6th Dec., at 4 P.M.
SWATOW & SHANGHAI	KASHING	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 7th Dec., at 4 P.M.
SWATOW & SHANGHAI	YOCOW	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 10th Dec., at 4 P.M.
MANILA	KIANGKANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th Dec., at 4 P.M.
MANILA	YUNSHANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 3 P.M.
MANILA	ZAPIRO	Brit. str.	—	—	JARDINE, MATHESON & CO., LD.	On 6th Dec., at 4 P.M.
KUDAT & SANPAKAY	LONGSANG	Brit. str.	—	—	JARDINE, MATHESON & CO., LD.	On 7th December.
SINGAPORE, PENANG & CALCUTTA	RUBI	Ger. str.	—	—	DAVID SASSO & CO., LTD.	On 3rd Dec, at 3 P.M.
SINGAPORE, SAMARANG & SOERABAYA	BOERSS	Brit. str.	—	—	JARDINE, MATHESON & CO., LD.	On 7th Dec, at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	CATHERINE APGAR	Brit. str.	—	—	JARDINE, MATHESON & CO., LD.	On 7th Dec, at 3 P.M.
JAVA PORTS	ONANG	Brit. str.	—	—	JAVA-CHINA-JAPAN LUN	Quick despatch.
	NANSANG	Brit. str.	—	—		
	TIFANAS	Dut. str.	—	—		

INDO-CHINA STEAM NAVIGATION CO.,  
LIMITED.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMSHIP	DATE OF SAILING
† SHANGHAI	"CHRYSEAS"	Friday, 29th Nov., 4 P.M.
† MANILA	"YUENSANG"	Saturday, 30th Nov., 3 P.M.
† SHANGHAI, YOKOHAMA, KOBE & MOJI	"KUTANG"	Monday, 2nd Dec., 4 P.M.
† SHANGHAI	"KWONGSANG"	Wednesday, 4th Dec., 4 P.M.
† MANILA	"LOONGSANG"	Friday, 6th Dec., 4 P.M.
† SINGAPORE, PENANG & CALCUTTA	"NANSANG"	Saturday, 7th Dec., 3 P.M.
† SINGAPORE, SAMARANG & SOERABAYA	"ONSANG"	Saturday, 7th Dec., 3 P.M.

REDUCED FARES TO STRAITS AND CALCUTTA.  
Hongkong to Singapore 1st Class, Single \$ 65. Return \$100.  
Penang " " " 85. " 130.  
Calcutta " " " 165. " 250.

\* These Steamers have superior accommodation for First-Class Passengers and are fitted  
throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,  
GENERAL MANAGERS.

Hongkong, 28th November, 1907. 18

## EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOCK.

## SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMSHIP	DATE OF SAILING
-------------	-----------	-----------------

VLADIVOSTOCK ... "SOBERNIK" ... On 30th November.

BURG AND COPENHAGEN ... "CANTON" ... On 9th December.

SHANGHAI, YOKOHAMA AND KOBE ... "SIAM" ... Middle of December.

For Further Particulars, apply to  
MELCHERS & CO.,  
AGENTS.

Hongkong, 27th November, 1907. 9

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between  
Hongkong and Manila. Saloon amidships. Electric Light, Perfect  
Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-  
date arrangements for comfort of Passengers.

## CHINA AND MANILA

## STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
-----------	------	---------	-----	--------------

ZAFIRO ... 2540 R. Rodger ... Manila ... On 30th November.

RUBI ... 2540 R. W. Almond ... Manila ... On 7th December.

For Freight or Passage apply to  
SHEWAN, TOMES & CO.,  
GENERAL MANAGER.

Hongkong, 26th November, 1907. 15

## HONGKONG-NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ  
CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "ATHOLL" ... About 30th November.

For freight and further information apply to  
SHEWAN TOMES & CO.,  
GENERAL AGENTS.

Hongkong, 19th November, 1907. 16

HAMBURG-AMERIKA LINIE  
PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HABSBURG" and "HOHENSTAUFEN." These  
have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are  
amidship and fitted with fans. Land and Board. Doctor and Stewardsess carried.  
These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at  
NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SILEZIA" carry first-class passengers  
Return tickets issued at reduced rates available for two years. Through tickets to be  
had to New York via Naples, Southampton or Hamburg.

## OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

SCANDIA ... 3rd December.

HABSBURG ... 22nd December.

RHENANIA ... 21st Jan., 1908.

## FREIGHT SERVICE.

## NEXT SAILINGS OUTWARD:

DORTMUND ... FOR SHANGHAI, KOBE & YOKOHAMA ... 3rd Dec.

SCANDIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 3rd Dec.

C. F. FERD. LAEISZ ... FOR SHANGHAI, KOBE & YOKOHAMA ... 14th Dec.

## NEXT SAILINGS HOMEWARD:

via STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, COPENHAGEN,  
LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TIRRESE, GENOA, PORTS in the  
LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.  
Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and  
Persian Gulf Ports.

BRIGAVIA ... MARSEILLES, ANTWERP & HAMBURG ... 29th Nov.

SILEZIA ... NAPLES, LISBON, HAVRE & HAMBURG ... 11th Dec.

SEGOVIA ... HAVRE & HAMBURG ... 11th Dec.

SCANDIA ... NAPLES, HAVRE & HAMBURG ... 23rd Dec.

C. F. FERD. LAEISZ ... HAVRE & HAMBURG ... 24th Jan. 08

HABSBURG ... NAPLES, HAVRE & HAMBURG ... 30th Jan. 08

\* Special attention of intending Passengers is drawn to the splendid accommodation of this  
Steamer. Saloon and cabins amidship. Lighted throughout by electricity. Duty qualified  
Doctor and stewardsess carried. Laundry on board.

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

## NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

## VICTORIA, B.C. AND TACOMA

VIA

## MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
----------	------	---------	--------------

\* TREMONT ... 9,806 T. W. Garlick ... On 10th December.

\* SUVERBIE ... 6,232 W. Shotton ... On 4th January, 1908.

\* KUMERIC ... 6,232 Cowley ... On 28th January, 1908.

\* SHAWMUT ... 9,806 E. V. Roberts ... On 21st February, 1908.

† Cargo only.

## CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

## CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

\* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior  
Accommodation for First and Second Class Passengers. The large size of these vessels ensures  
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier  
in cold storage.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to—

DODWELL & CO., LIMITED,  
GENERAL AGENTS,  
QUEEN'S BUILDINGS.

Hongkong, 19th November, 1907. 7

## VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

For SYDNEY AND MELBOURNE.  
Calling at TIMOR, PORT DARWIN, and  
QUEENSLAND PORTS, and taking through  
Cargo to ADELAIDE, NEW ZEALAND,  
TASMANIA, &c.

## THE Steamship

## "EASTERN."

Captain McArthur, will be despatched as  
above TO-MORROW, the 30th inst., at Noon.  
This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber, which ensures the supply of Fresh Provi-  
sions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with  
the Electric Light.

A Stewardsess and a duly qualified Surgeon  
are carried.

N.B.—To assure the additional comfort of  
passengers the steamers of the Company have  
electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 4th November, 1907. 1767

FOR NEW YORK VIA PORTS AND  
SUEZ CANAL.

(With liberty to call at the Malabar Coast.)



PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA	About 29th Nov.	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA	Noon, 30th Nov.	See Special Advertisements.
SHANGHAI, MOJI, KOBE	PESHAWUR	About 1st Dec.	Freight only.
LONDON and ANTWERP	NORE	About 4th Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE	NILE	About 8th Dec.	Freight only.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 25th November, 1907.

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"HUNAN"	On 1st Dec, 4 P.M.
SWATOW and SHANGHAI	"SHAOHSING"	On 4th Dec, 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"CHANGSHA"	On 4th Dec, 4 P.M.
SWATOW and SHANGHAI	"HOIHOW"	On 6th Dec, 4 P.M.
SWATOW and SHANGHAI	"KASHING"	On 7th Dec, 4 P.M.
SWATOW and SHANGHAI	"YOHONG"	On 10th Dec, 4 P.M.
SWATOW and SHANGHAI	"KIUKLANG"	On 14th Dec, 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivaled Table. A duly qualified surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to—

BUTTERFIELD &amp; SWIRE,

Hongkong, 25th November, 1907.

AGENTS

NORDDEUTSCHER LLOYD. BREMEN.  
IMPERIAL GERMAN MAIL  
LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZESS ALICE"	Wed'day, 4th Dec, at Noon.
SHANGHAI, NAGASAKI, KOBE, MANILA, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE	"YORCK"	About Wed'day, 4th Dec.
KUDAT and SANDAKAN	"PRINZ SIGISMUND"	Thursday, 5th Dec, at 5 P.M.
EUROPE VIA PORTS OF CALL	"BORNEO"	Middle of Dec.
	"SACHSEN"	About Wed'day, 25th Dec.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS &amp; CO.

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 23rd November, 1907.

CANADIAN PACIFIC RAILWAY  
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

## LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific to the "EMPERESS LINE" Serving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.

15 DAYS HONGKONG to VANCOUVER.

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF CHINA"	6,000	THURSDAY, 19th Dec.	6th Jan.
"EMPERESS OF INDIA"	6,000	THURSDAY, 18th Jan.	3rd Feb.
"MONTEAGLE"	6,163	WEDNESDAY, 29th Jan.	22nd Feb.
"EMPERESS OF JAPAN"	6,000	THURSDAY, 19th Feb.	2nd March
"EMPERESS OF CHINA"	6,000	THURSDAY, 12th March	30th March
"EMPERESS OF INDIA"	6,000	THURSDAY, 9th April	27th April

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 24,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class ..... via St. Lawrence River Lines or New York \$71.10  
Intermediate on Steamers ..... \$40. " " \$42.  
and 1st Class Railways .....

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CREADDOCK, General Traffic Agent for China,

Corner Pedder Street and Praya opposite Blake Pier.

REGULAR HONGKONG-CANTON LINE  
OF THE COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT

S.S. "PAUL BEAU", 1,900 tons, 14 knots.  
S.S. "CHARLES HAROUIN", 1,900 tons, 14 knots.  
The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong 9.30 P.M. (SUNDAYS excepted). Departure from Canton at 5.15 P.M. (SUNDAYS excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents—Messrs. E. Pasquet & Co. For further particulars, please apply to—

HABETTO &amp; CO.,

Agents.

## JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	JAVA	First half of Dec.	JAPAN	First half of Dec.
TJIPANAS	JAVA	First half of Dec.	JAVA PORTS	First half of Dec.
TJILWONG	JAPAN	Second half of Dec.	JAVA PORTS	Second half of Dec.
TJIMAH	JAPAN	First half of Jan.	JAVA PORTS	First half of Jan.
TJIBODAS	JAVA	First half of Jan.	JAPAN	First half of Jan.
TJILATJAP	JAPAN	Second half of Jan.	JAVA PORTS	Second half of Jan.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-India ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yok. Buildings, 1st Floor.

Hongkong, 28th November, 1907.

## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMUI VIA SWATOW	"JOSHIN MARU"	SUNDAY, 1st Dec, at 9 A.M.
AND AMOY	Capt. H. S. SMITH	
These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivaled Table.		
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.		
For Freight, Passage, and further information, apply at the Company's local Branch Office		
Second Floor, No. 1, Queen's Buildings.		
Hongkong, 27th November, 1907.		
T. ARIMA, Manager.		

## PASSENGER SEASON 1908.

IN 25 DAYS TO ITALY  
BY THE  
MAGNIFICENT N.D.L. LINERS:

STEAMER	Tons Reg.	DATE
"BUELOW"	8,000	ON MARCH 11TH.
"PRINZ LUDWIG"	9,630	ON MARCH 25TH.
"PRINZESS ALICE"	10,911	ON APRIL 8TH.

CALLING AT NAPLES, GENOA, GIBRALTAR AND SOUTHAMPTON TO  
LAND PASSENGERS.

Early booking recommended.

For Particulars, apply to—

MELOIERS &amp; CO.,

Hongkong, 19th August, 1907.

General Agents.

1365

## THOS. COOK &amp; SON,

ESTABLISHED 1841.

TOURIST, STEAMSHIP &amp; FORWARDING AGENTS, BANKERS, ETC.

TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED AND FORWARDED AT LOWEST RATES.

FOREIGN MONIES EXCHANGED.

LETTERS OF CREDIT AND CIRCULAR NOTES ISSUED.

Full information on Application.

Head Office for the Far East—

16, DES VEUZ ROAD,

HONGKONG.

Japan Office—

14, WATER STREET,

YOKOHAMA.

MEN-OF-WAR ON THE CHINA AND  
JAPAN STATION.

NAME	TYPE	TONS	ARMAMENT
Kaiser Franz Josef I.	Austrian cruiser	4,300	Capt. Ferdinand Breyer, Northern Waters
Alouette	river gunboat	Lieut. Milot, Cochinchina	
Argus	gunboat	123 tons, 6 guns, 500 h.p.	Lieut. Jeannel, Canton
Carondelet	gunboat	Lieut. Kerschel, Saigon	
Dido	gunboat	145 tons, 10 guns, 1,000 h.p.	Lieut. Comdr. L'Est, Haiphong
D'Entrecasteaux	French cruiser	8,000 tons	Capt. Traou, Shanghai
Esturgeon	submarine	Saigon	
Henri Riviere	gunboat	Lieut. Portier, Haiphong	
Jacquin	river gunboat	Lieut. Le Corollé, Annam-Tonkin, reserve	
Javeline	destroyer	330 tons, 7 guns, 300 h.p.	Lieut. Sagos-Duvauvroux, Saigon
Kersant	gunboat	1250 tons, 6 guns, 2200 h.p.	Comdr. Simon, Saigon
Lynx	submarine	Lieut. Ambruster, Saigon	
Montcalm	cruiser (Flagship of Vice-Admiral)	12 guns, 19,500 h.p., Capt. Martel	
Richard	Commander in Chief	3700 tons	
St. Louis	gunboat	Lieut. Duchemin, Baie d'Along	
Olyx	gunboat	Lieut. Grelhier, Yangtze	
Peiho	gunboat	Lieut. Marchand, Tongku	
Perle	submarine	Saigon	
Pistole	destroyer	Lieut. de Reinsch, Werth	
Protée	submarine	Lieut. Glorieux, Saigon	
Rapier	destroyer	330 tons, Lieut. Vincent de	
Richelieu	gunboat	Saigon	
Redoutable	battleship	(in reserve) 9347 tons, 8 guns, 6071 h.p., Rear Admiral de	
Sabre	destroyer	330 tons, Lieut. Mallies	
Styx	armoured gunboat	1796 tons, 10 guns, 1700 h.p., Dne, Saigon	
Surprise	gunboat	625 tons, 2 guns, 900 h.p.	Lieut. Bogus, Haiphong
Takou	gunboat	Yangtze	
Takou	destroyer	Com. Terquema, Saigon	
Vanban	torpedo-depot (reserve)	6150 tons, 23 guns, 4530 h.p., Hongay	
Vigilant	gunboat	123 tons, 7 guns, 500 h.p.	Lieut. Brugnon, Canton

## NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Company's Steamship

"KUTSANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 29th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

JARDINE, MATHESON &amp; Co., Ltd., General Managers.

Hongkong, 27th November, 1907.

18

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ REGENT LUITPOLD"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before FRIDAY, the 29th inst., at 6 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 9 A.M.

All Claims must reach us before the 4th December, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS &amp; Co., Agents.

Hongkong, 24th November, 1907.

5

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "EROLL"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd Dec. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 29th Dec, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd Dec., at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL &amp; Co., Ltd., Agents.

Hongkong, 26th November, 1907.

1883

S.S. "TOURANGE"

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from London ex s.s. "Dardanus" and "Mitapan" from Havre ex s.s. "Mayenne" from Bordeaux ex s.s. "Ville de Lorient" in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after TUESDAY, the 3rd Dec., 1907, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 3rd Dec., 1907, or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 3rd Dec., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 26th November, 1907.

2

## Cutler, Palmer &amp; Co.'s



SPECIAL BLEND WHISKY.  
Cutler, Palmer & Co., London.  
AGENTS  
SIEMSEN & CO.,  
HONGKONG.

## SHIPPING IN PORT.

## STEAMERS.

ACHILLES, British str., 4,493, R. Thompson, 27th Nov.—Shanghai 25th Nov., General—Butterfield & Swire.	AMIRAL FOURCROIX, French str., 3,187, Blanchard, 27th Nov.—Singapore 15th Nov., General—Messageries Maritimes.	ARABIA, German str., 2,883, C. Neumann, 16th Nov.—Portland 2nd Oct., Flour—Portland Asiatic S. S. Co.	ASCOT, British str., 2,786, John B. Booth, 19th Nov.—Dunbar 11th and Ching Wang Tao 14th Oct.—Gibb, Livingston & Co.	BARKSTON, British str., 2,759, S. D. Seaborne, 16th Nov.—Portland 28th Sept., Wheat.	BOURBON, French str., 997, Le Bail, 30th Nov.—Saigon 16th Nov., General—China.	CATHERINE APOC, British str., 1,370, A. Stewart, 25th November—Cebu and Straits 5th November, General—David Sassoon & Co.	CHONGKING, British str., 1,256, F. Wheeler, 24th Nov.—Tientsin via Chiofo 18th Nov., General—Jardine, Matheson & Co.	CHUYEN, Chinese str., 1,177, C. Stewart, 23rd November—Shanghai 20th Nov., General—China.	CHOWAT, German str., 1,115, W. Moller, 25th November—Bangkok 15th Nov., 16th, and Swatow 24th, Rice and Teakwood—Butterfield & Swire.	CHOYSING, British str., 1,424, Sandback, 26th November—Shanghai 21st, and Swatow 25th Nov., General—Jardine, Matheson & Co.	COQUET, British str., 2,685, T. Walker, 19th Nov.—Kuphinstu 13th Nov., Coal—Mitsui Bussan Kaisha.	DAGNY, Norwegian str., 883, O. Abrahamson, 24th November—Dunbar 16th Nov., Beans—Agard, Thorsen & Co.	EASTERN, British str., 2,272, W. G. MacArthur, 25th November—Kobe 30th Nov., General—Gibb, Livingston & Co.	EMPEROR OF CHINA, British str., 3,018, R. Archibald, n.s., 19th Nov.—Yokohama B.C. 29th October, Mails, and General—C. P. R. Co.	FORESTDALE, British str., 2,233, Noall, 11th November—Hongkong 7th November, Sugar—Butterfield & Swire.	HAIKUN, British str., 636, A. J. Robson, 27th Nov.—Swatow 26th November, General—Douglas Laing & Co.	HANOT, French str., 739, M. Loe, 2nd Nov.—Haiphong 19th, and Hoihow 21st Nov., General—A. R. Marty.	HUNAN, British str., 1,142, Pickett, 27th November—Tientsin 17th Nov., General—Butterfield & Swire.	KUEICHO, British str., 1,215, Hooker, 26th November—Tientsin 20th Nov., General—Butterfield & Swire.	KUWAMARU, Japanese str., 3,147, N. H. Matheson, 25th Nov.—Yokohama 16th Nov., General—Nippon Yusen Kaisha.	KUTSANG, British str., 3,110, Bradley, 27th Nov.—Singapore 21st Nov., General—Jardine Matheson & Co.	KWANGSIN, Chinese str., 1,435, B. Lincoln, 27th Nov.—Sungai 23rd Nov., General—China.	KWETANG, British str., 1,044, M. Dwyer, 19th Nov.—Newchwang and Chiofo 5th Nov., General—Butterfield & Swire.	LOI SOX, German str., 2,349, G. Schultze, 22nd November—Bangkok 14th November, Rice—Butterfield & Swire.	MANCHURI, American str., 8,759, J. N. Saunders, 20th Nov.—San Francisco 24th Oct., Mails and General—P. M. S. S. Co.	MANDARIN MARU, Japanese str., 4,511, P. Hallsdon, 26th November—Japan 22nd November, Coal—Mitsui Bussan Kaisha.	MATHILDE, German str., 311, A. Ullrich, 24th Nov.—Haiphong, Pakhoi and Hoihow 23rd Nov., General—Jardine & Co.	M. S. DOLLAR, British str., 2,374, C. H. Cross, 18th November—Moji 11th Nov., Coal—Mitsui Bussan Kaisha.	NANSHAN, British str., 1,266, Allan Jones, 26th November—Saigon 15th Nov.—Cebu and General—Bradley & Co.	NIPPON MARU, Japanese str., 6,168, W. E. Filmer, 27th November—San Francisco 30th Oct., General—Toyo Kisen Kaisha.	PHUQUENH, British str., 1,065, J. H. Scott, 14th Nov.—Saigon 8th Nov., Rice and Meal—China.	PRINZ SIGISMUND, German str., 3,312, D. Lenz, 18th November—Sydney 25th Oct., General—Melchers & Co.	PROGRESS, German str., 674, A. Straus, 7th November—Amoy 5th November, General—Siemssen & Co.	PROMETHEUS, N.W. str., 1,024, Kornelissen, 26th November—Bangkok 15th Nov., Rice and General—Nippon Yusen Kaisha.	PRONTO, Norwegian str., 833, T. Seaborg, 12th November—Haiphong 9th Nov., Coal—Walton & Co.	REI HO, French str., 5,453, Cassel, 19th Nov.—Singapore 13th Nov., General—Messageries Maritimes.	SOGU MARU, Japanese str., 1,119, K. Tsuboi, 23rd Nov.—Shanghai 17th Nov., General—Osaka Shosen Kaisha.	TEAN, British str., 1,346, A. Somerville, 22nd November—Manila 10th Nov., General—Butterfield & Swire.	TRAMP, German str., 870, Bendix, 25th November—Nauru 11th Nov., Ballast—Jensen & Co.	WOODWIN, British str., 1,845, A. Stoker, 13th November—Moji 8th November, Coal—Doddwell & Co.	YUENSHAN, British str., 1,123, Raife, 25th November—Manila 22nd Nov., General—Jardine, Matheson & Co.	ZAFIRO, British str., 1,829, A. Fraser, 26th Nov.—Manila 23rd Nov., Hemp and Sugar—Shewan, Tomes & Co.	ZILLAH, British str., 2,412, Walter Pearb, 24th November—Moji 18th November, Coal—Mitsui Bussan Kaisha.	SAILING VESSELS.			ECLIPSE, British 4-masted bark, 2,968, L. D. Vance, 24th August—New York 1st May, Case Oil—Standard Oil Co.</
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